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# REPORT ON OIL ENGINE MACHINERY.

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on the Single Screw vessel M.V. "CLYDEFIELD." Tons <sup>Gross</sup> 6758 <sub>Net</sub> 3949  
 Built at Glasgow By whom built D. W. Henderson & Co Yard No. 808 When built 1928  
 Engines made at Do By whom made Harland & Wolff Ltd Engine No. 808 When made 1928  
 Donkey Boilers made at Do By whom made D. W. Henderson & Co Boiler No. 808 When made 1928  
 Brake Horse Power 5400 Owners Hunting & Son Ltd Port belonging to Newcastle  
 Nom. Horse Power as per Rule 647 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which vessel is intended Carrying Petroleum in Bulk

**OIL ENGINES, &c.**—Type of Engines 2 or 4 stroke cycle Single or double acting  
 Maximum pressure in cylinders \_\_\_\_\_ Diameter of cylinders \_\_\_\_\_ Length of stroke \_\_\_\_\_ No. of cylinders \_\_\_\_\_ No. of cranks \_\_\_\_\_  
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge \_\_\_\_\_ Is there a bearing between each crank \_\_\_\_\_  
 Revolutions per minute \_\_\_\_\_ Flywheel dia. \_\_\_\_\_ Weight \_\_\_\_\_ Means of ignition \_\_\_\_\_ Kind of fuel used \_\_\_\_\_  
 Crank Shaft, dia. of journals <sup>as per Rule</sup> \_\_\_\_\_ Crank pin dia. \_\_\_\_\_ Crank Webs <sup>Mid. length breadth</sup> \_\_\_\_\_ Thickness parallel to axis <sup>shrunk</sup> \_\_\_\_\_  
 Flywheel Shaft, diameter <sup>as per Rule</sup> \_\_\_\_\_ Intermediate Shafts, diameter <sup>as per Rule</sup> \_\_\_\_\_ Thrust Shaft, diameter at collars <sup>as per Rule</sup> \_\_\_\_\_  
 Tube Shaft, diameter <sup>as per Rule</sup> \_\_\_\_\_ Screw Shaft, diameter <sup>as per Rule</sup> \_\_\_\_\_ Is the <sup>tube</sup> shaft fitted with a continuous liner <sup>screw</sup> \_\_\_\_\_  
 Bronze Liners, thickness in way of bushes <sup>as per Rule</sup> \_\_\_\_\_ Thickness between bushes <sup>as per Rule</sup> \_\_\_\_\_ Is the after end of the liner made watertight in the propeller boss \_\_\_\_\_  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner \_\_\_\_\_  
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive \_\_\_\_\_  
 If two liners are fitted, is the shaft lapped or protected between the liners \_\_\_\_\_ Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft \_\_\_\_\_  
 Length of Bearing in Stern Bush next to and supporting propeller \_\_\_\_\_  
 Propeller, dia. \_\_\_\_\_ Pitch \_\_\_\_\_ No. of blades \_\_\_\_\_ Material \_\_\_\_\_ whether Moveable \_\_\_\_\_ Total Developed Surface \_\_\_\_\_ sq. feet  
 Method of reversing Engines \_\_\_\_\_ Is a governor or other arrangement fitted to prevent racing of the engine when declutched \_\_\_\_\_ Means of lubrication \_\_\_\_\_  
 Thickness of cylinder liners \_\_\_\_\_ Are the cylinders fitted with safety valves \_\_\_\_\_ Are the exhaust pipes and silencers water cooled or lagged with non-conducting material \_\_\_\_\_  
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine \_\_\_\_\_  
 Cooling Water Pumps, No. 2-5" low centrifugal Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
 Bilge Pumps worked from the Main Engines, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 Pumps connected to the Main Bilge Line <sup>No. and Size</sup> Bilge pump. 5 1/2"-6" 1/5" Ballast. 10 1/2"-12" 1/24" Gen. Stry. 5 1/2"-6" 1/15" <sup>How driven</sup> Steam  
 Ballast Pumps, No. and size 1-10 1/2"-12" 1/24" Lubricating Oil Pumps, including Spare Pump, No. and size 2-9" 10" 1/34"  
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces 3-3", 1-cofferdam 2 1/2", 1-cofferdam. 3"  
 In Holds, &c. \_\_\_\_\_  
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-8", 1-6", 1-4"  
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes  
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line Above  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
 What pipes pass through the bunkers None How are they protected \_\_\_\_\_  
 What pipes pass through the deep tanks None Have they been tested as per Rule \_\_\_\_\_  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_  
 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork \_\_\_\_\_  
 Main Air Compressors, No. \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_  
 Auxiliary Air Compressors, No. \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_  
 Small Auxiliary Air Compressors, No. \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_  
 Scavenging Air Pumps, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_  
 Auxiliary Engines crank shafts, diameter <sup>as per Rule</sup> \_\_\_\_\_  
 \_\_\_\_\_ <sup>as fitted</sup> \_\_\_\_\_

**AIR RECEIVERS:**—Is each receiver, which can be isolated, fitted with a safety valve as per Rule \_\_\_\_\_  
 Can the internal surfaces of the receivers be examined \_\_\_\_\_ What means are provided for cleaning their inner surfaces \_\_\_\_\_  
 Is there a drain arrangement fitted at the lowest part of each receiver \_\_\_\_\_  
 High Pressure Air Receivers, No. \_\_\_\_\_ Cubic capacity of each \_\_\_\_\_ Internal diameter \_\_\_\_\_ thickness \_\_\_\_\_  
 Seamless, lap welded or riveted longitudinal joint \_\_\_\_\_ Material \_\_\_\_\_ Range of tensile strength \_\_\_\_\_ Working pressure by Rules \_\_\_\_\_  
 Starting Air Receivers, No. \_\_\_\_\_ Total cubic capacity \_\_\_\_\_ Internal diameter \_\_\_\_\_ thickness \_\_\_\_\_  
 Seamless, lap welded or riveted longitudinal joint \_\_\_\_\_ Material \_\_\_\_\_ Range of tensile strength \_\_\_\_\_ Working pressure by Rules \_\_\_\_\_



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